

THE POWHITE/ROUTE 288 DEVELOPMENT AREA PLAN

Adopted By The Chesterfield County
Board of Supervisors
October 9, 1985

Prepared by:
Kellerco, Inc. Consultants
in conjunction with
Chesterfield County Planning Department

Reformatted October 2006

the major focus of discussion and debate. Other concerns addressed during this period include:

1. The proposed very low density residential classification with a minimum lot size of three acres or more.
2. The proposed land uses for the interchange of proposed Route 288 and Route 60.
3. The impact on existing development with the relocation of Old Hundred Road.
4. The Urban Service Line location and definition.

This document contains the adopted Transportation and Land Use Plan for the Powhite/Route 288 Development Area and is a result of this review and exchange of ideas.

LIST OF PARTICIPANTS

BOARD OF SUPERVISORS:

Mr. G.H. Applegate, Chairman
Mr. Jesse J. Mayes, Vice Chairman
Mr. Harry G. Daniel
Mr. R. Garland Dodd
Mrs. Joan Girone

PLANNING COMMISSION:

Mr. David E. Thomas, Chairman
Mr. Kelly E. Miller, Vice Chairman
Mr. Frank N. Cowan
Mr. John R. O'Connor
Mr. Lawrence R. Belcher

Mr. Richard L. Hedrick, County Administrator
Mr. Stanley R. Balderson, Jr., Director of Planning to June 1985
Mr. James P. Zook, Acting Director of Planning from June 1985

Citizens of Chesterfield County

Introduction

The Transportation and Land Use Plan for the Powhite/Route 288 Development Area, adopted by the Chesterfield County Board of Supervisors on October 9, 1985, is the product of a highly interactive seven month review process. During this period, the Chesterfield County Board of Supervisors, Planning Commission, County staff, and citizen participants offered suggestions for revising the draft plan submitted by Kellerco. Throughout the review process, the location of Route 288 within the study area was

The Adopted Plan

The adopted Transportation and Land Use Plan for the Powhite/Route 288 Development Area is intended to provide guidelines for accommodating future growth expected to be spurred by the proximity of the two major transportation routes in this area, Powhite Parkway Extended and Route 288.

The goals and objectives which follow provide a framework for implementation of this Plan. Specific strategies are outlined which will assist in implementing these goals and policies.

Land Use

The adopted Land Use Plan designates a large portion of the study area (the western part) as Agricultural/Forestal or Open Space with a plan note (Note 3). These land areas are intended to provide alternative rural residential environments, to discourage large scale development or subdivisions, to reflect the absence of public utilities, facilities, and the less extensive road network and to respect the topography and wooded/agricultural characteristics of the area. This land area is intended to remain an undeveloped resource until the future when the area currently served by utilities has reached its developed capacity.

The majority of the residential development is Medium Density (1.51 to 4.0 units per acre), reflecting the provision of public water and sewer, the prevailing densities of existing and approved planned developments and the accessibility to the highway network. Within the eastern one-half of the study area, areas

planned for Low Density Residential development (up to 1.50 units per acre) are based primarily on the character of existing developments. These low density areas include locations along Courthouse Road, Lucks Lane, Route 60 and a large area south of Route 360. Medium/High and High Density Residential developments (4.01 to 7.00 units per acre and over 7.01 units per acre, respectively) are oriented primarily to the existing corridors of Routes 60 and 360 and within approved planned developments. Medium/High and High Density Residential areas are placed along these corridors and adjacent to Medium Density residential and commercial areas in order to minimize potential land use conflicts and to achieve transportation system efficiencies.

Concentrations of commercial development are planned as infill for existing development along the Routes 60 and 360 corridors where mixes of office and retail are encouraged to promote larger scale projects with improved access. Other areas planned for commercial uses are within approved planned developments or reflect existing zoning which is located to serve local residential/employment concentrations.

Locations planned for industrial, office and mixed employment centers are basically within approved planned developments and concentrated proximate to the planned Route 288 location from the Powhite Parkway extension south to Route 360. The extensive concentration of mixed and light industrial uses in this corridor is due to the excellent regional transportation linkages on these roadways. Other areas, intended for office dominated development are located along the corridors of Routes 60 and 360 to promote choice of location, to reflect existing development and zoning and to provide an alternative to continuous strip retail development.

Transportation Plan

The transportation plan for the Powhite/Route 288 Development Area is designed to provide the improvements necessary to support the pattern of land use development described previously. The extensive growth that is anticipated in the Powhite/Route 288 Development Area, coupled with similar rapid development expected in the rest of the Northern Area, result in heavy demand of the transportation system.

There are two major limited access facilities called for in the Powhite/Route 288

Development Area in addition to the segments of Powhite Parkway and Route 288 currently under construction or already designed. These two roadways are essentially extensions of the current projects.

1. Route 288 North: A segment of Route 288 should be constructed north from Powhite Parkway extended through the northwestern part of the County to improve access in this area and to provide an additional link to I64. The two proposed locations shown on the Plan represent two possible alignments. The Virginia Department of Transportation is performing an Environmental Impact Study which will consider these and other alternatives and define a final roadway alignment and design. Full interchanges are recommended at Otterdale Road relocated and Route 60.
2. Powhite Parkway West: A segment of Powhite Parkway should be extended through the northwestern part of the County from its current terminus near its intersection with Route 288. There is a full interchange recommended at Route 288 and partial interchanges at Genito Road, Duval Road and Route 360.

As development occurs in the Powhite/Route 288 Development Area, several new roads and extensions of existing roads are recommended, including:

1. Otterdale road extended;
2. Coalboro Road extended;
3. A loop road running through Woodlake connecting Coalboro Road and Woolridge Road;
4. Relocation and extension of Coalfield Road;
5. Woolridge Road extension.

The plan recommends various other improvements of existing roads. Major improvements include:

1. Widen Old Hundred Road between Genito Road and Otterdale Road.
2. Widen Courthouse Road between Route 60 and Route 360.
3. Widen Lucks Lane from Courthouse Road to Coalfield Road.
4. Widen Genito Road between Old Hundred Road and Warbro Road.

Goals, Objectives and Strategies

GOAL 1. To provide efficient access and circulation throughout the Powhite/Route 288 Development Area.

OBJECTIVE 1a. Minimize peak period travel time.

STRATEGY 1a'. Monitor short and long term improvements to ensure that cost effective improvements are instituted to reduce peak period travel times. Collect supporting data.

OBJECTIVE 1b. Minimize peak period congestion/delay.

STRATEGY 1b'. Adopt guidelines for site impact/access studies to provide for Level of Service D or better peak hour operating efficiency and related site improvements.

OBJECTIVE 1c. Minimize circuitous travel patterns.

STRATEGY 1c'. Monitor circulation patterns in view of planned roadway improvements to ensure critical links are considered.

OBJECTIVE 1d. Minimize entranceway interference on major/minor arterial highways.

STRATEGY 1d'. Adopt guidelines and implement site access entranceway reviews as part of the site plan review process.

GOAL 2. To provide economical access and circulation.

OBJECTIVE 2a. Minimize direct highway system cost.

STRATEGY 2a'. Request that VDH&T determine feasibility of extending Route 288 north of James River.

OBJECTIVE 2b. Minimize highway system user cost.

STRATEGY 2b'. Adopt a policy which encourages private participation in financing highway improvements.

OBJECTIVE 2c. Minimize resource utilization.

STRATEGY 2c'. Develop and maintain a six year plan of study/core area highway improvements indicating most probable funding sources and priority of need.

GOAL 3. To provide safe access and circulation.

OBJECTIVE 3a. Minimize user fatalities/accidents.

STRATEGY 3a'. Incorporate VDH&T design standards for road improvements and entrances; and monitor accident prone locations each year.

OBJECTIVE 3b. Provide for safe pedestrian movements.

STRATEGY 3b'. Consider, when feasible, appropriate pedestrian measures to avoid or reduce vehicular/pedestrian conflicts.

OBJECTIVE 3c. Minimize hazardous conditions.

STRATEGY 3c'. Inventory substandard roadway conditions or accident prone locations; and establish priorities for improvement as part of the VDH&T roadway improvement program.

GOAL 4. To protect/enhance the study area environment.

OBJECTIVE 4a. Minimize air/noise pollution.

STRATEGY 4a'. Consider noise and air impact when locating new highway facilities and take appropriate action to protect residential areas.

OBJECTIVE 4b. Minimize impacts of development on existing surface water quality.

STRATEGY 4b'. Natural drainageways

and wooded areas should be preserved and used as buffer between incompatible land uses. Development should be excluded from flood hazard areas.

STRATEGY 4b". "Best Management Practices" as defined by the Virginia State Water Control Board should be encouraged in all future developments, particularly those which may impact the Swift Creek Reservoir public water supply.

STRATEGY 4b"". Concentrate development within the Swift Creek drainage basin to maximize opportunities for control of storm water runoff.

OBJECTIVE 4c. Minimize other environmental impact.

STRATEGY 4c'. Identify and preserve unique environmental areas such as flood plains, wetlands, steep slopes, mature woodlands and other from new development.

GOAL 5. To enhance social values.

OBJECTIVE 5a. Increase mobility for young, old, disabled and poor.

STRATEGY 5a'. Evaluate feasibility of transit, specialized transportation, bikeways and pedestrian facilities on a Countywide basis.

OBJECTIVE 5b. Facilitate access to community/regional resources: commercial, health, educational, recreational and cultural.

STRATEGY 5b'. Adopt guidelines for evaluation on nonauto access needs for private and public development proposals.

OBJECTIVE 5c. Facilitate access to job opportunities.

STRATEGY 5c'. Evaluate feasibility of County program for carpooling and vanpooling to supplement transit and private auto.

OBJECTIVE 5d. Upgrade and expand public facilities, i.e. schools, libraries, and

hospitals to satisfy new development.

STRATEGY 5d'. Monitor development demands and update/revise the Chesterfield Plan for Public Facilities and the County Capital Improvement Program.

OBJECTIVE 5e. Maximize choice for different family and life styles.

STRATEGY 5e'. Provide lands planned and zoned for a variety of residential unit types and densities.

GOAL 6. To achieve transportation compatibility with land use elements.

OBJECTIVE 6a. Establish a functional classification for principal highways/streets.

STRATEGY 6a'. Adopt and update a County wide functional classification system at least every five years.

STRATEGY 6a". Identify and construct a collector road network to relieve traffic congestion on local streets.

OBJECTIVE 6b. Reduce travel on residential streets to protect neighborhoods.

STRATEGY 6b'. Assess the emerging study area road network on a regular basis to ensure residential streets do not become permanent through traffic roadways.

OBJECTIVE 6c. Provide bypass or alternative routes for through traffic.

STRATEGY 6c'. Assess the emerging study area road network on a regular basis to ensure a sufficient road network is available to accommodate through traffic.

OBJECTIVE 6d. Cluster highway oriented commercial uses.

STRATEGY 6d'. Coordinate developer requests to promote clustered commercial facilities with shared access.

OBJECTIVE 6e. Advance preservation of right of way.

STRATEGY 6e'. Identify critical ROW needs for future roadways and in cooperation with VDH&T/developers take appropriate actions to preserve ROW.

OBJECTIVE 6f. Buffer new development from arterial highways.

STRATEGY 6f'. Utilize appropriate measures such as landscaping, roadway design options and other measures to reduce the impact of new highways.

OBJECTIVE 6g. Locate highest volume traffic generators where highway capacity is the greatest.

STRATEGY 6g'. Plan and zone areas with highest accessibility for commercial, office and industrial use.

GOAL 7. Restructure the tax base and public services to account for new development through growth management.

OBJECTIVE 7a. Maximize opportunities for nonresidential, taxpaying development.

STRATEGY 7a'. Consider joint County/local developer contributions for building and/or improving highway access and utilities in planned commercial and industrial areas.

OBJECTIVE 7b. Maximize opportunities for contribution to public facilities by residential development.

STRATEGY 7b'. Consider instituting approval fees for residential development to offset public facilities cost.

OBJECTIVE 7c. Maximize documentation of new development impact on public services and existing development.

STRATEGY 7c'. Establish an annual reporting procedure to measure increased annual demand for public services due to new development, and seek to identify and gain consensus on fair share contributions to offset cost of providing public facilities for new development.

GOAL 8. To establish a growth management policy for implementing the desired land use and transportation plan.

OBJECTIVE 8a. Encourage development in areas where existing or committed public services are available.

STRATEGY 8a'. Establish service areas or capacity characteristics of existing and committed public facilities.

OBJECTIVE 8b. Provide ample public facilities for foreseeable development demand.

STRATEGY 8b'. Monitor Countywide development activity and amend Public Facilities Plan as needs increase.

OBJECTIVE 8c. Maintain ample, available property for development demand.

STRATEGY 8c'. Review and revise, if necessary, this Land Use and Transportation Plan at least every five years.

OBJECTIVE 8d. Manage growth in a fair and consistent manner.

STRATEGY 8d'. Establish a Policy Manual to guide decisions for extending public services.

GOAL 9 .Encourage economic development to balance the County's tax base and shorten home to work trips.

OBJECTIVE 9a. Attract enough new economic development to the Powhite/288 Area of the County by the year 2005 to provide 8,100 new jobs in manufacturing, retail, trade, construction, F.I.R.E. and other office related employment.

STRATEGY 9a'. Preserve sufficient land for economic development to provide a diversity of site characteristics and choices. Prevent residential development that uses land needed for future economic expansion. Maintain adequate utility capacity to support new development. Pursue State and Federal funds to support expansion efforts (state Industrial Access Road Funds, etc.).

GOAL 10. To encourage efficient and orderly growth patterns.

OBJECTIVE 10a. Encourage a compact and efficient development pattern of land use.

STRATEGY 10a'. Establish an urban pattern of development based on twenty year projections.

OBJECTIVE 10b. Prevent unlimited expansion of utility services and public facilities in undeveloped areas.

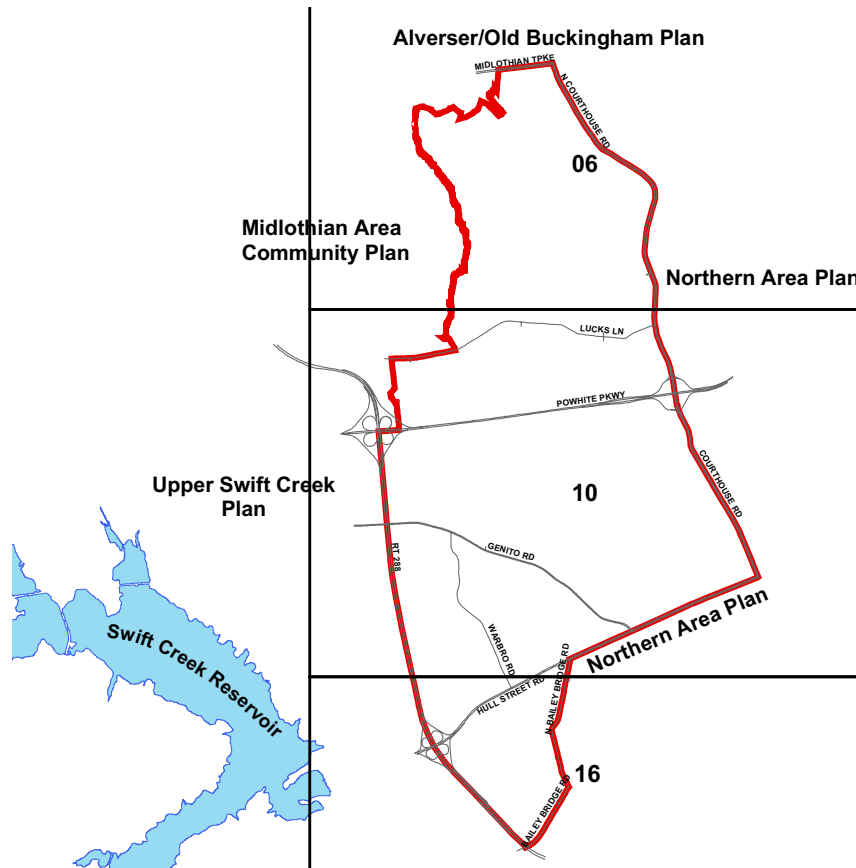
STRATEGY 10b'. Establish specific policies which prevent/discourage development beyond the twenty year service area.

OBJECTIVE 10c. Discourage strip commercial development patterns along the major arterial highways.

STRATEGY 10c'. Plan and zone medium/high density residential development, office and light industry concentrations along the Route 60 and 360 corridors as an alternative to strip retail patterns.

The Powhite-Route 288 Development Area Plan

In 2006, Chesterfield County Planning Department consolidated all individual land use plan maps in the *Plan For Chesterfield* into the county's Geographic Information System (GIS). The land use plan for The Powhite-Route 288 Development Area Plan is now published in two forms: 1) as part of a countywide land use plan map, and 2) on land use plan grid map numbers 06,10,16



Copies of the Plan For Chesterfield countywide land use plan map and each of its more detailed 46 grid maps are available through the following sources:

- On the *Chesterfield County Planning Department* CD. This CD is included with paper copies of *The Plan for Chesterfield*, and also available separately from the Chesterfield County Planning Department.
- On Internet at <http://www.chesterfield.gov/plan>.

Questions Concerning the Plan For Chesterfield and its related land use plans should be directed to the Chesterfield County Planning Department at 804/748-1050 or planning@chesterfield.gov.

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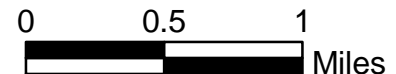


Land Use Categories

- Low Density Residential: (1.5 units/acre or less)
- Medium Density Residential: (1.51 to 4.0 units/acre)
- Medium/High Density Residential: (4.01 to 7.0 units/acre)
- High Density Residential: (7.1 units/acre or more)
- Office
- Light Commercial
- General Commercial
- Light Industrial
- Public/Semi-Public
- Open Space



Prepared by Chesterfield County
Planning Department
October 2006



REFER TO
MIDLOTHIAN AREA
COMMUNITY PLAN
See Plan for Legend

REFER TO
NORTHERN AREA PLAN
See Plan for Legend

REFER TO
ROUTE 360 CORRIDOR PLAN
See Plan for Legend

REFER TO
CENTRAL AREA PLAN
See Plan for Legend

REFER TO
UPPER SWIFT CREEK PLAN
See Plan for Legend

